A STORY OF PIRATES.

I had run away to sea on a vessel bound from Liverpool to Shanghai, and had left her on arrival. I found that the captain of the Silver Crown, one of the company's traders, was an old friend of my father's, and so it came about that I took service in the company under him, with the rating of cabin boy. The schooner carried a dozen muskets, a lot of boarding pikes and half a dozen cutlasses as an armament, but everything was boxed up and stored away, if not forgotten. Capt. Wharton had been in the service for six years and had never met with any trouble.

When we got away it was with orders for the Philippine islands, among which the company had many resident agents who collected products. Our course was mosa and the Loo Choo Islands, and we had made the run thus far without incident when one day about noon a junk rigged native craft, which doubtless came from some port in Formosa, intercepted us to the eastward of that island. We were about thirty miles off shore when she hailed us. She claimed to be short of water, owing to an accident; but this, as we afterward came to know, was only an excuse. When she learned that we were bound to the Philippines she had three passengers to transfer. They were three natives of Formosa, who were going down there to found a colony, and would pay liberally for a passage by the schooner.

I am only giving you the gist of what couple of hours, and I heard only a part of what was said. It did not seem to strike Capt. Wharton or Mate Williams as queer or suspicious, and after haggling over terms for a while the three natives were transferred to our decks and the vessels separated. Then I had time to look the strangers over, and I was not long in concluding that I did not wish for an intimate acquaintance. They were a tough looking trio, and the cook had scarcely set eyes on them before he declared that we had made a great mistake in taking them aboard. We had no accommodations for them aft, and as the schooner was in ballast they had agreed to occupy the hold.

I took an early opportunity of communicating my suspicions to the captain, but he laughed at me in a good natured way. I tried the mate, but he saw nothing to arouse distrust. It was singular, however, that every man of the crew outside of the two officers was satisfied that there was something wrong with the trio. While their excuse was reasonable enough, the looks and actions of the men were suspicious, and it was plain to all that they were sailors. They let us all severely alone except the captain and the cook, and I called it to mind as we called the cook, assured me with and he greeted it with contempt.

to the cross roes of the mainmast and sailor in his every move, and he had not myself. been down an hour when a native craft no particular row on deck, but when I ing and growled out:
reappeared I was struck dumb by the "You idiot, can't you get your mouth reappeared I was struck dumb by tho spectacle. One of the natives was at the open?" wheel, and was bringing the schooner cook were lying amidships, while the

tives came forward with a bloody creese in his hand and called me "good boy" and said I should not be hurt. He left me sitting on the windlass so scared and weak that I could not stand, and then assisted his companions to lower the natives picked up the bodies from the been killed by the one native who en- could ever be found among the islands ticed them down. About the time the who would acknowledge that he had last body was flung over the rail the na- ever seen the schooner, much less partive craft drew alongside. She had ticipated in her capture.-New York thirty men on board, all of whom seemed to know our three passengers and their plans. There was great rejoicing over the capture of the schooner, and for a quarter of an hour no one paid me any attention. Then there was a hot discussion, a part of the gang seeming anxious for my life, but the result was that I was conducted to the cook's galley and given to understand that I was to do the cooking. Although our cook was a Chinese they did not spare him. What saved me was my youth, or they might have planned to cut my throat after I had served their turn.

When my fate had been settled the of them descended, begging and pleading, but he was cut down the moment his feet touched the deck. The other refused to come down, and half a dozen natives ran up the foremast shrouds with knives in their hands. Before they could reach him the sailor made his way hand over hand along the triantic stay to the mainmast. His feat was greated with applause, but others ascended, and there

was no longer any hope for him. The poor fellow made the best defense possi-ble, but they cut and hacked him until he lost his hold and fell to the deck. His body was thrown overboard, deck and cabins cleansed of blood stains and about sundown the schooner, with twenty-five men, was headed for the Philippines. The rest of the gang, numbering seven or eight, followed with the native craft. I boiled a large quantity of meat and got the best supper possible, and was glad to find that no one gave me any atten-

We had a brisk wind all night and

during the next forenoon, and at about 2 o'clock we reached an anchorage on the east side of the main island and within a quarter of a mile of the beach. The native craft passed us and entered the mouth of a river. From what I could gather she was going to bring out men and cannon to the schooner. A hunt was made through the schooner for gun carriages, and the discovery of the small arms seemed to put the fellows in good humor. There was about \$2,500 in gold to the southeast, to pass between For- aboard in the cabin, and this was counted out and divided pro rata, or in some other satisfactory manner as we lay at anchor. Then I was ordered to draw a pailful of wine from a cask in a sort of lazaretto or store room reached from the galley. The cook might have known of the presence of the wine there, but I did not. I had never looked into the place. There was a tin pail holding about ten quarts in the galley, and this I filled and carried to the main hatch, with several glasses, and everybody proceeded to help himself. Now that we were at anchor all discipline had ceased, and one man was as good as another. They were prowling all over the schooner and perfeetly at home.

The wine must have tickled their was urged in excuse. We lay to for a palates mightily, for a second pailful was soon demanded. It was while I was drawing it that I noticed the barrel had no bung in it, and I wondered why the wine had not soured. I retired to the galley as soon as I had filled the second order, and for half an hour there was a good deal of loud talk and laughter. All of a sudden, while I was reflecting on the situation, and perhaps crying a bit in my sorro and anxiety, it struck me that things were wonderfully quiet. I looked ont of the galley to see half a dozen figures lying on the deck, and the running time of trains "-Philadelphia later on, when I had summoned courage to walk the length of the schooner, I found every man aboard apparently sound asleep. Their breathing was labored, but I supposed this was the result of too much drink. The night had come down dark and gusty, with the wind directly off shore, and as the sleepers continued to lie quiet some strange ideas | The diver, however, had the good sense to recame to me. I was tempted to take one of their knives and begin killing, but I doubted my nerve. The yawl was at the davits, and I planned to lower it and let the breeze carry me out to sea.

I held to this idea for a few minutes and then surrendered it for another. I would swim ashore and hide in the forest. I had to abandon that scheme as well, afterward that while one interested the for I saw at a glance that the tide was former the other two were occupied with | running out strong. I was wondering if the latter, I could "chin-chin" a bit I should not start a fire in the forecastle in conformity with the workings of these and the cook could speak a little En- or cabin when I discovered that the craft qualities in the heart. No art can successglish, and so we managed to understand | was under way. She had her light anchor each other pretty well. Three days out and had been tugging heavily under after the men came aboard "Slop-Slip," tide and gust. The chain had ground off against some sharp edged rock or the pin very serious face that the strangers were | had slipped from a shackle. It was probevil minded men, who had planned to ably the latter case, as I heard a splash capture the schooner. They had asked him to join them, and he had refused. I the hawse hole. She drove off stern first posted off to the captain with this news, and then, as she began to swing about, I stepped softly back to the wheel, put it We were getting well down toward the over to get her off, and then extinguished northernmost island of the group, when something happened which should have in the cabin. I am not boasting of my opened the captain's eyes. The leader of | nerve in stepping over the sleepers to do the three borrowed the glasses and went this work or of my sagacity in getting the idea. I was took a long look around. We saw the dream and could hardly have identified

What occurred between the time I put came creeping up from the south, bows out the lights and daylight next morning on to us. She had a free wind, while I never can clearly remember. The we had been beating down all the fore- schooner took care of herself for any noon. We were at this time forty or effort of mine, and I think I went into fifty miles to the northward of the group, the galley and crept behind the stove. with a beautiful afternoon and a smooth At least I crawled out of that contracted sea. Half an hour after the native craft space soon after daylight, in response to had been sighted, one of the natives and a call. I suppose I was called to prethe captain retired to the cabin. Five pure breakfast for the pirates, but I was minutes later the native showed his head | no sooner out of the galley than I saw a above the deck and called to the mate, large ship hove to a quarter of a mile who had just come on watch. He dis- away, while one of her boats, with five appeared down the companionway, and men in it, was alongside the schooner. I at the same time I entered the forecastle must have looked and acted like a stupid, to look for something wanted. I was for as a couple of men came over the down there about five minutes. I heard rail one of them gave me a hearty shak-

There were twenty-five men lying on into the wind to lie to. The decapitated the decks and in the cabin sound asleep, bodies of the two Americans and the No! Dead! Every one of them dead and cold, and I the only living thing aboard. two Swedes were at the foremast cross- It took some time to explain matters and trees. Not a shout had been raised nor get at all the particulars, but with what a cry uttered. The work had been done I could tell them and what they could with terrible rapidity and in silence. As I reached the deck one of the ne- barrel of wine had been dosed with some deadly drug. The cook must have done it previous to the attack, or the bung had been left out by another and some poisonous reptile had crept in to die. No one could tell for certain, but the drinkers were all dead, and all had died in sails. When this had been accomplished sleep. The ship was English, and the they called to the Swedes to come down, schooner was over thirty miles off the The poor fellows began crying and land. One of her majesty's men-of-war, lamenting and refused to descend. The assisted by a civil functionary, attempted an investigation, but nothing came deck and tossed them overboard, and of it. Our crew had been slaughtered then descended to the cabin and brought | and the schooner captured, but she had up the bodies of captain and mate and recaptured herself and brought off served them the same way. Both had twenty-five corpses. Not a living man

Tramways in Damascus.

An imperial firman has, it is reported, been granted for the construction of a line of tramways in Damascus. Nor is this concession to western civilization the only sign that the far famed city of Damascus is on the bigh road to becoming modernized. Gas also is to be introduced into the city, and the inhabitants are eagerly swalting the prom-ised innovations, which will, they believe, not only add to their own comfort, but will materially increase the value of property within the city boundaries. The latest esti-mate of the population of Damascus places it at 150,000.—Scientific American.

The fact that the elementary substances now number, according to chemists, full seventy shows an increase within the last fifty years of nearly one-fourth in the number known. The size of an atom of oxygen or nitrogen is said to have a diameter of onenitrogen is said to have a diameter of one-ten-millionth part of a centimetre; they are supposed to be in a state of consent motion at the rate of seventy miles a minute, and to make them visible the present highest known magnifying power of the microscope would have been their them.

Richard Neville, Earl of Warwick, and known in history as the king maker, may be regarded as the hero of the famous "Wars of the Roses." He was the eldest son of Rich-ard Neville, who had obtained through his marriage with the heiress of the Montacutes the earldom of Salisbury, and stood high in court favor in the early part of the reign of Henry VI. His eldest son Richard married the heiress of Beauchamps, Earl of Warwick, inherited his estates, and was created Earl of Warwick in 1449. Joining the party of the Duke of York he rendered great service to the cause of that prince, gaining almost entirely by his individual efforts the signal vio tory of St. Albans in 1455, and subsequently defeating the Lancastrians at Northampton in 1460, and at Towton in 1461, capturin, King Henry VI and securing the throne for Edward IV. Warwick then became a great favorite with the sovereign and the most

owerful nobleman in the realm.

About nine years later, however, he quarreled with Edward, made an alliance with his old enemies, the Lancastrians, proclaimed Henry VI and drove Edward out of England. The latter prince, however, returned to England in 1471, and on April 14 gained the de-cisive victory of Barnet, in which the Earl of Warwick was slain. One of his daughters was married to the Duke of Clarence and the other to the son of Henry VI and after-wards to Richard III. The Earl of Warwick is the principal character in Bulwer's "Last of the Barons."-Philadelphia Times.

Where Cars Are Run with Sails.

I was looking at some models in the Na tional museum of curious cars used in the early days of railroading in this country, when Mr. Watkins, the curator, pointed out one particular one that had a mast and sails Experiments with such cars were made on the Baltimore and Ohio and on the South Carolina road.

It was then a serious question whether the motive power on railroads would be sail, horse or steam. The steam locomotive was still looked upon as an experiment. Sail cars are used today on a guano railroad on the island of Maklen, in the South Pacific. They are, in fact, used nearer home than that, for railroad men at Barnegat Beach, when the wind is favorable, frequently ride over the road on construction cars aloop rigged. "The wind has a good deal to do with railroading even today," Mr. Watkins said. "If you go to the Bureau of Intelligence, at the Broad street station, Philadelphia, and ask whether some train, say from New York, is likely to be on time, you may be informed that it is likely to be four or five minutes late, because there is a strong wind from the west. Winds make considerable difference in

In a Tight Place.

In Wellington, New Zealand, a diver who had gonedown some thirty feet to place some blocks for a pier foundation was attacked by devil fish that succeeded in fastening or him, and, in spite of all his struggles, pinned him to one of the piles of a retaining wall. man quiet, and the devil fish, whose arms measured quite nine feet, quitting his hold of the pile, was brought to the surface on the back of the diver and killed. These monsters are reported to be very numerous in Wellingten harbor.-Boston Budget.

Genuine Good Manners.

Good manners must have a solid foundation in kindness and self control. genuine they must be the fruit of sincerity and good feeling, and their exercise must be fully counterfeit true elegance of manners and deportment. To be real they must have roots deep below the surface in the soul and beart.—New York Home Journal.

Nervous Prostration,

S oprevalent, especially among women, results from overtaxing the sestem results from overtaxing the system. The assimilative organs becoming deranged, the blood grows weak and impoverished, and hence "that tired feeling" of which many complain. For all ich cases, there is no remedy equal to Ayer's Sarsaparilla. Take no other.

"Some time ago I found my system entirely run down. I had a feeling of constant fatigue and languor and very little ambition for any kind of effort. A friend advised me to try Ayer's Sarsa-parilla, which I did with the best re-suits. It has done me more good than all other medicines I have ever used." — Frank Mellows, Chelsea, Mass. "For months I was afflicted with

nervous prostration, weakness, languor, general debility, and mental depression. By purifying the blood with Ayer's Sarsaparilla, I was completely cured."

— Mrs. Mary Stevens, Lowell, Mass.

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When the Ships Went Down at Apla. How luminous the dreadful recital is with heroism! Not a single act of cowardice is noted. Not a single breach of discipline in the American or German crews. Men seemed to grow inspired in the face of death, and to with each other in splendid behavior. What beautiful pictures float in the record of the numberless wrecks. They are worthy of an epic poem. Think of the crew of the doorned Vandalia cheering the giant Calliope as the sturdy Englisher strode the storm and cleared the dangerous reefs for the open sea. Think of the commander of the floundering Trenton outting the storm clouds with the brave colors of the Union Jack, and, bidding defiance, with pennon fair, to "lightning and Nor was the storm too strong or the wild rear of the winds too loud to silence the musical instruments, for the marine band had caught the spirit and saluted the flag with the strains of "The Star Spangled

Think of the lusty shouts thrown from heroic fellows lashed to the rigging while their comrades in the same perilous position rocked aloft in maddening storm! Cheers of hope and encouragement were these; feeble greet-ings followed from dry and soning throats until the sea had swept even these noble fel-lows from the topmast and silenced the gal-

lant greetings forever.

The navies of the world have enriched history with heroes and loaded nations with a conquest. We love to read of Nelson, of Semmes and of Farragut, but we shall wait and search long before the record of noble suffering and brave death of the sailors and marines at Samos is broken; when men shivered in the masts and cheered their strug gling comrades, or sank to abysmal death with a salute to the flag of their country.— Angusta (Ga.) Chronicks

Statistics show that there are 20,000,000 dogs in the United States, that the sum of \$200,000,000 is required to support this army of fice lodgers, an amount of me y suffi-cient to keep in comfort 200,0 fas fice. It is difficult to understand who here should be an hundred worthless camnos tolerated to an hundred worthless cannoe tolerated to one dog worthly of being man's companion. The dogs that make night bideous, that bork when they should be sitent and that are voice-less when their bork might be of service; dogs that are miracles of ngliness and hairy spitomes of all that is vicious; these are the beasts that predominate and that should re-ceive the attention of a modern dog Herod.— Pirackers Builderich

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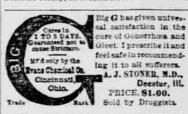
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Oh, what do the hungry people think
As they walk in the streets of the town at night
And the hearth fires glimmer and gleam and blink
Through many a window warm and tright:
For they drift in the duck like the flecks of foam On the tossing waves of the turbulent sea, With never a haven and never a home.

These luckless waifs of humanity.

And many a mansion, tell and fair, Is lifting its head to the wintry skies, Ablessom with all that is rich and rare,
That wealth can purchase or art devise;
And out through the portals come bursts of light
And murmurs of music and laughter sweet. Ah, what do they say to the hor Who is wandering past with his weary feet?

Does he ever think, when the winds are cold And the hunger causes a conscious pain, And the storm is beating his garments old, And chilling his beart with its dull refrain— Does he ask how it is that in many a life The roses are always in sweetest bloom, While his are the longings, the endless strife, The days of serrow, the nights of gloom?

You say they are idle and weak and bad-That pity is wasted on such as they-Ah, many a varrant, worn and sad,
Could tell you a tale if he would today—
A stary of feature, of hopes that fiel,
Of toil and hardship and boundless woe—
Of wrongs that embittered, of wounds that bled, And dreams that were ket in the long ago. -Nelly Booth Simmons.

have abused your Stomach by eating or drinking too much, or of the wrong kind

of food or liquid, you will

because your Stomach is angry. Now beware of all temporary expedients. TRY that never-failing, safe Remedy, Dr. Schenck's . Mandrake Pills. For Sale by all Druggists. Price 25 cts. per box; 5 boxes for 65 cts; or sent by mail, portage free, on trought of price. Dr. J. H. Schenck & Sto., Philadia.

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